密勒氏評論報
THE CHINA WEEKLY REVIEW

Formerly Millard's Review

中華郵政特准掛號立券之報紙

Registered at the Chinese Post Office as a Newspaper for transmission with special marks privileges in China

VOLUME XXXIII — SHANGHAI, CHINA, SATURDAY, JULY 18, 1925 — NUMBER 7

THE CHINA WEEKLY REVIEW

Formerly Millard's Review

Cable Address "REVIEWING SHANGHAI"

PUBLISHED AT NO. 4 AVENUE EDWARD VII, SHANGHAI CHINA, BY MILLARD PUBLISHING COMPANY, INCORPORATED BY THE LAWS OF THE STATE OF DELAWARE, UNITED STATES OF AMERICA.

J. B. POWELL, Publisher
M. C. POWELL, Managing Editor
N. J. ULBRIGHT, Assistant Editor and Business Manager

CONTRIBUTING EDITORS

HOLLINGTON K. TONG, H. F. MACNAIR,
C. F. REMER, (America) PETER S. JOWE, (Hankow)
HIN WONG, (Canton) PEI-YU CHIEN,
CHAS. A. DAILEY (Peking) SHU-LUN PAN
JOHN R. MUIR (Chengtu) H. P. SHASTRI

YEARLY SUBSCRIPTION, FIFTY-TWO ISSUES, TEN DOLLARS (CHINESE CURRENCY) IN ADVANCE, POSTAGE INCLUDED IN CHINA AND JAPAN. IN THE UNITED STATES AND FOREIGN COUNTRIES SEVEN DOLLARS AND FIFTY CENTS U. S. CURRENCY. REMITTANCE FROM OTHER COUNTRIES THAN CHINA AND THE U. S. CAN BE MADE BY INTERNATIONAL MONEY ORDER. ENTERED AS SECOND-CLASS MATTER IN THE CHINESE POST OFFICE AT SHANGHAI IN MAY 1917.

Contents

Editorial Paragraphs

How Long Do We Sit on This Volcano? 109

Special Articles

Lung-hai Line Now Open to Sea at Haichow..... ..... By L. S. Morgan 110

The Boxer Funds for Conservation of Water Supplies..... .....By W. C. Lowdermilk 116

Notes From Central China 122

COMMUNICATIONS PERTAINING TO SUBSCRIPTIONS OR ADVERTISING IN CHINA SHOULD BE ADDRESSED TO THE CHINA WEEKLY REVIEW AT 4 AVENUE EDWARD VII, SHANGHAI, CHINA. TELEPHONE CENTRAL 4741. CABLE ADDRESS "REVIEWING SHANGHAI."

AMERICAN OFFICE
WORLD WIDE NEWS ASSOCIATION
303 Fifth Avenue, New York City
Telephone: Caledonia 5300: Cable Ad.: Scholzem, N. Y.
PACIFIC COAST OFFICES (World Wide News Association)
H.H. CONGER CO. { Los Angeles.....Higgins Bldg. / San Francisco .....Holbrook Bldg.
Orders foa advertisements and subscriptions in the United States may be placed through the above offices.
WASHINGTON BUREAU
J.J. Underwood—Correspondent
Colorado Building, Washington, D.D.

HOW LONG DO WE SIT ON THIS VOLCANO?

THERE used to be an experiment in college physics in which the teacher placed a live frog in a basin of cold water and then placing the basin of water over a fire, gradually heated the water until the frog was completely cooked. The frog, owing to his peculiar nerve-cell arrangement, was not able to notice gradual changes of temperature, so he remained quietly in the water until it reached the boiling point. In many ways we are reminded of this frog when we observe foreigners in China in their reactions to changes which are taking place in China,—changes which have been gradual over a considerable period of years, but revolutionary changes for all that. The question now is whether these foreigners, since the water has almost reached the boiling point, have still sufficient intelligence to bestir themselves, or whether they will pursue their ancient course and "maintain their position" until it is too late and all is lost in the enveloping chaos.

TO use another example the foreign population in China, or at least a considerable section of it, reminds one of a little village of farmers located on the side of a volcano. The volcano, for a considerable number of years, had shown signs of activity; there had even been a few spurts and the ground had gradually increased in temperature, but the "old-timers" advised against moving to a safer location. "The volcano has never erupted in our life-time, hence why should we become excited now." they said. So the little village pursued its usual affairs unheedful of the "alarmists" who prophesied disaster. If a few boulders, loosened by the internal rumbling, became loosened and rolled down the mountainside, the farmers repaired their fences and went about their affairs. Finally the accumulated gasses confined within the old volcano exploded with a terrific violence and the little village with its inhabitants and its buildings and its accumulated wealth of property, was swept entirely away.

IT is not our intention to forecast disaster to the foreigners now residing in China, owing to changes taking place in this land and among its people, but we do wish to indicte that changes are taking place in this country which are revolutionary and unless foreigners having interest here, do not heed these changes and adapt themselves to new conditions, they are quite likely to discover that they have made a monumental and irreparable mistake by not heeding the danger signals which are apparent on all sides. There are in China, as in all lands, two forces, conservative and radical. By refusing to heed the danger signals, the reactionary Powers aided and abetted by and advised by their purposely-blind nationals resident in China, have refused to note the changes which have been taking place. Therefore they have supplied ammunition to the radical elements in China and the situation has now progressed to the point where the conservative elements in China are at a distinct disadvantage and there is distinct

danger that the radicals, helped from the background by the Soviet seem well on the way, to gaining complete comtrol. And if they do gain control, the water will boil and the volcano will erupt and everything, including foreign interest, of course, will be swept into the whirlpool. the Washington Conference for discussion of Pacific and Far Eastern Questions. As President Harding said in his invitation to China, "It is the earnest wish of this Government that, through the interchange of views with the facilities offered by a Conference, it may be possible to find a solution of Pacific and Far Eastern problems, of unquestioned importance at this time, that is, such common understandings with respect to matters which have been and are of international concern as may serve to promote enduring friendship among our people." Acting on the principle outlined in this invitation the Conference devoted practically three months to a consideration of the subjects of limitation of armament and Pacafic and Far Eastern Problems, by far the greater part of the time being devoted to matters in the Far East. Finally the Conference adjourned after having adopted a number of treaties and resolutions all tending to stabilize conditions not only among the respective Powers in their relationship with China but the relations of China and the Powers. It was realized that the only solution for troublesome questions in the Far East was a strong and independent China capable of managing her own affairs without interference from the outside. During the course of the Conference there was naturally on hand the reactionaries who forecasted disaster, and after the adjournment of the Conference the French succeeded in blocking everything by withoulding ratification of the various treaties which her delegates had signed in good faith at the meeting.

THIS offered opportunity again for the reactionaries to say, "We agree in principles to every thing which was done at the Conference in respect to China, but we must wait until China is in a position to accept responsibilities." In the mean time instead of improving conditions in China have become steadily worse and the Powers have been forced to increase their naval establishments in Pacafic waters for the purpose of protecting the lives and interests of their nationals. There has been a succession of internal civil wars and now, the whole thing has taken the direction of an anti-foreign agitation centered particulary against the British and Japanese, but affecting all foreigners. Finally France, due to pressure and the settlement of a private quarrel with China over the method of payment of the Chinese Boxer Indemnity, ratified the Washington Conference treaties and thus opened the way for the calling of the conference provided for in the Washington Committments. It would now seem that conditions have developed in China to a point where the most reactionary foreign interests, would take warning, but not so. From various quarters come cries of "Wait until conditions become stabilized." Fortunately President Coolidge and Secretary of State Kellogg, now see the situation clearly, if we are to believe news reports from Washington and there is to be no further delay in the carring out of intentions decided upon in February, 1922. The quesion now is to arrest the forces of disintegration which have set in and which threaten to blow the whole top off the mountain.

Clark H. Miner Elected Head of General Electric

Mr. Clark H. Miner, well known in China as the manager of the Western Electric Company and the China Electric Company, has been elected President of the International General Electric Company, Schenectady, N. Y.

Mr. Miner succeeds Mr. Anson W. Burchard who has been promoted to the chairmanship of the Board of Directors. Mr. Miner resided in Peking from 1917 to 1920 and then was transferred to the London office of the Western Electric Company. Both Mr. and Mrs. Miner were prominent in the American community during their residence in China, and it is understood that they are expecting to visit China this fall.

Lung-hai Line Now Open to Sea at Haichow

By L. S. Morgan

The Lunghai Railway is open and trains arrived today at Haichow Station having come direct from Hsuchowfu. This event has been long looked forward to and was made the occasion of a modest celebration by the Staff of engineers in charge of the construction of the road.

A special train left Hsuchowfu at nine o'clock this morning having on board Mr. E. R. Hondelink, Chief Engineer, M. Liu Kuin, Chinese Director and a number of the Hsuchowfu Staff. Proceeding to The Grand Canal Station they picked up Mr. A. van Lutsenburg Maas, District Engineer of the Grand Canal Division of the Lunghai and members of his Staff. From The Grand Canal Station the train ran some fifty miles to the place where, on June 10th, the last rail was laid completing the Hsuchowfu-Haichow stretch of the Lunghai. Here a party from Haichow was waiting, headed by Mr. de Roo de la Faille, District Engineer of the Haichow section of the Lunghai. Taking this party aboard Mr. Hondelink's train continued on its way to Haichow.

Mr. de la Faille, when making up his party to go from Haichow to meet the Hsuchowfu train, gave your correspondent an opportunity to accompany him. Needless to say this opportunity was gladly siezed as it would afford the chance of seeing the first train pass over the newly completed railway.

Our train left Haichow at eleven o'clock on the morning It consisted of a small switch engine and three open freight cars. One of these cars were filled with passengers for various stations on the road. The two others were filled with materials for road construction. This is the train with which Mr. de Roo de la Faille has done all the road construction on the Haichow Division, it being too difficult to ship in more or larger locomotives by sea.

Leaving the station we immediately crossed the six span steel bridge on which the railway crosses the Haichow River. This bridge was built on dry land in a curve of the river which was afterward diverted from its old bed to a new one dug for it under the bridge.

On the west side of the river the road runs on a high embankment across a depression about ten miles across where the land is nearly always under water during the summer months. The grading has been particularily difficult here and even now this stretch has to be constantly watched and repaired as the earth is soft and wet and sink holes under the rails are of frequent occurrence. This, of course, will be completely remidied as soon as the ballasting is finished. There is one other depression twenty miles west where the same difficulties have been met and where, also, the trouble will be remedied by ballasting. There are other depressions along the line but none are regularly flooded during the rainy season.

It took us some time to pass the depressions as great care had to be exercised on account of the soft earth. There are, however, long stretches where the road runs along at the level of the land or slightly above or below it. Here good time was made. There are several cuts, as much as thirty or forty feet deep in places. An interesting thing about these is that they are mostly through rock, some of it very solid and difficult to handle. At times the train ran between two solid walls of sandstone, forty feet high. At another place great masses of solid granite was being blasted out. Thousands of coolies are still working in these cuts. At Niu Shan, where the solid granite is, hundreds of coolies and women and children are breaking up the stone by hand, using iron hammers, preparing it for use as ballast. There are two other places, conveniently located, where ballast is being

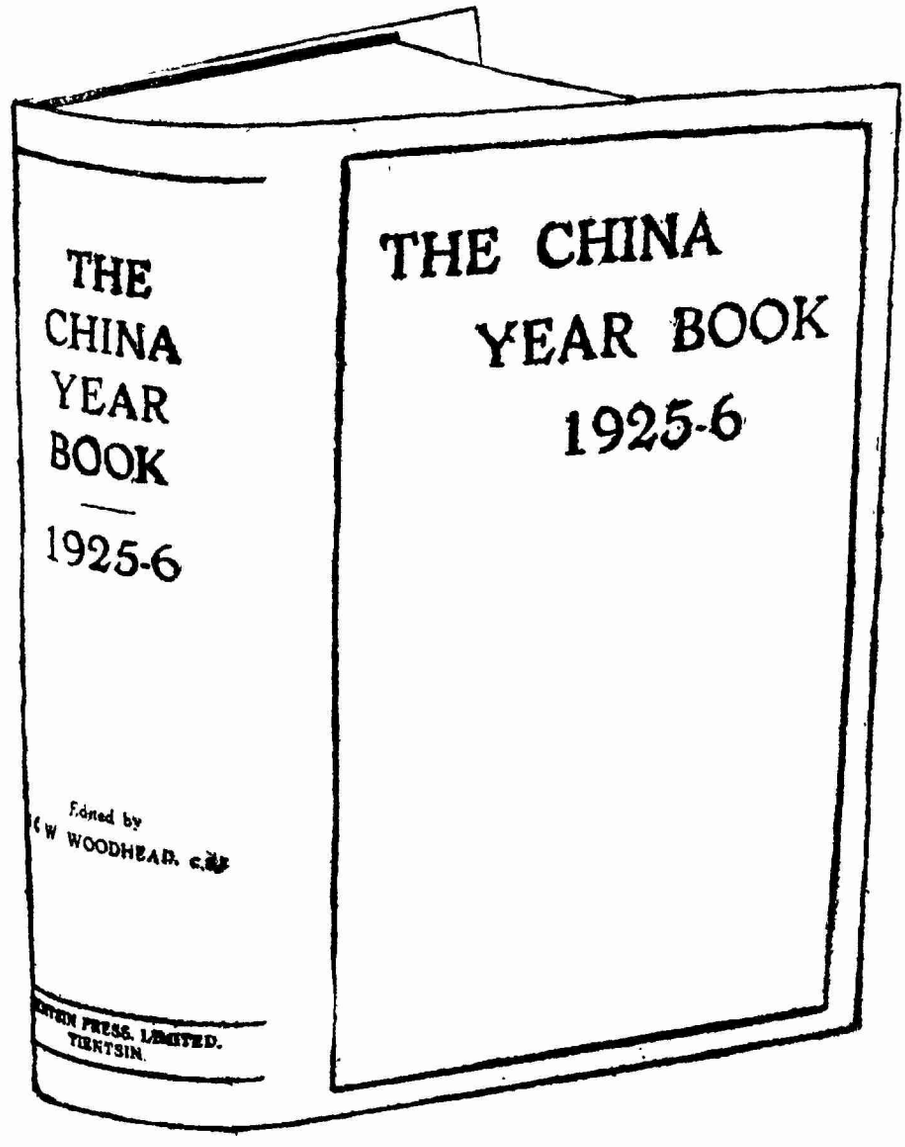
Now Ready.

The China Year Book 1925.

Edited By H. G. W. Woodhead.

Larger and More Comprehensive Than Ever.

THE present (1925-6) issue of the CHINA YEAR BOOK is again considerably larger than any of its predecessors. The Chapters on "Mines and Minerals," "Education," "Products," "Labour," "Opium," "Commerce," "Shipping," "Currency," etc., have been rewritten and brought up to date. The Report of the Shanghai Child Labour Commission is reprinted in full in the Chapter on "Labour." The "Political Summary" describes events up to the end of March 1925. The Chapter on "Defence" appears at the end of the Book. New Chapters include a summary of Medical Events". "Political Parties" "Taxation" a Bibliography for 1924" and a documented Chapter on China's Constitutions and Election Laws." THE TERMS OF THE GOLD FRANC SETTLEMENT ARE INCLUDED IN AN APRENDIX.



Price $15.00 Nett

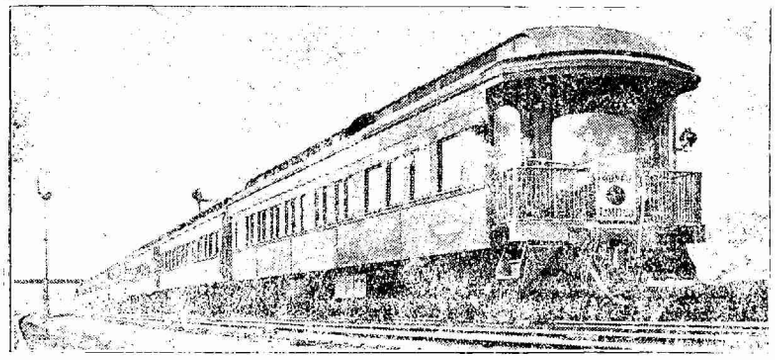
Obtainable From

Kelly & Walsh, Ltd. Brewer & Co. Ltd.
Edward Evans & Sons. Commerical Press, Ltd.
and China American Publishing Company.

33-123

Through the U. S. A.—In Comfort!

New All-Steel Trains



Equally Fast Freight Service

The New "Oriental Limited"

THE FINEST TRAIN IN ALL AMERICA

You will ride through the scenic Cascade Mountains and Rockies in Ritz Carlton Luxury.

NO EXTRA FARE

Call, phone or write

J. W. HUCK

3 Canton Road, Shanghai, China

Tel. C-8340. P.O. Box 1396.

Go Great Northern
Route of the "Oriental Limited"

prepared by hand from the rock which has been blasted out of the cuts.

It was two o'clock when we reached the place where the rails were joined up yesterday. There was a stretch of half a mile there, that had not been used after being put down. Mr. Hondelink's train was to be the first to pass over. Everything to the west has been constructed from the Hsuchowfu end. Everything to the east had been pushed through from the Haichow base. All the materials used by the Hsuchowfu road builders came via Pufok. All the materials on the eastern section came in by sea from Tsingtao. The motor ship FORTUNA, owned and operated by The Shangtung Overseas Trading Co., tonnage about 600, has been running to and from Tsingtao for more than a year bringing railways materials.

We had not long to wait. At about half past two o'clock we discovered the smoke of the special advancing slowly through a deep cut three miles away. Coming onto the stretch of unused road she came more slowly than a man can walk as she was now on a fill or some height and on soft ground. Brakemen were walking ahead searching for trecherous ground. Catching sight of the Haichow party Mr. Hindelink stopped his train and took us on board. This train bedecked with flags and all sorts of decorations inside and out and presented a festive appearance.

Slowly we crossed the fill passing the place where the two railheads had met and entering a cut which had been hewn out of solid rock. Here the going was better and we soon passed the town of Tsai Tang, a robber village, where the railway construction officers have been through difficult and sometimes dangerous times. Mr. Wang, the engineer in charge there had robbers as guests for days and was compelled to feed them while they stayed there. It may be well to mention that General Pei Pao Shan has this village under guard now and trouble is not anticipated from that quarter. On eastward fifteen miles and we reached Paitapu Station where a reception was given by the towns-people. There was much firing of crackers, much tea drinking and plenty of congratulations. From Paitapu to Haichow is ten miles and ther lies the main stretch of low country. Here again, the heavy train proceeded very slowly trying out every inch of the way. Mr. de Roo de la Faille was on the engine directing his men who were running ahead and alongside reporting constantly all unevenesses and how the train was taking them.

One place was particularily disquieting. Heavy rains a week ago had left soft places which had not shown up when the small locomotive had gone over. Now, however, the heavier engine made one side of the track sink so deep that derailment seemed about to occur. Owing, however, to skillful manipulation we got across safely.

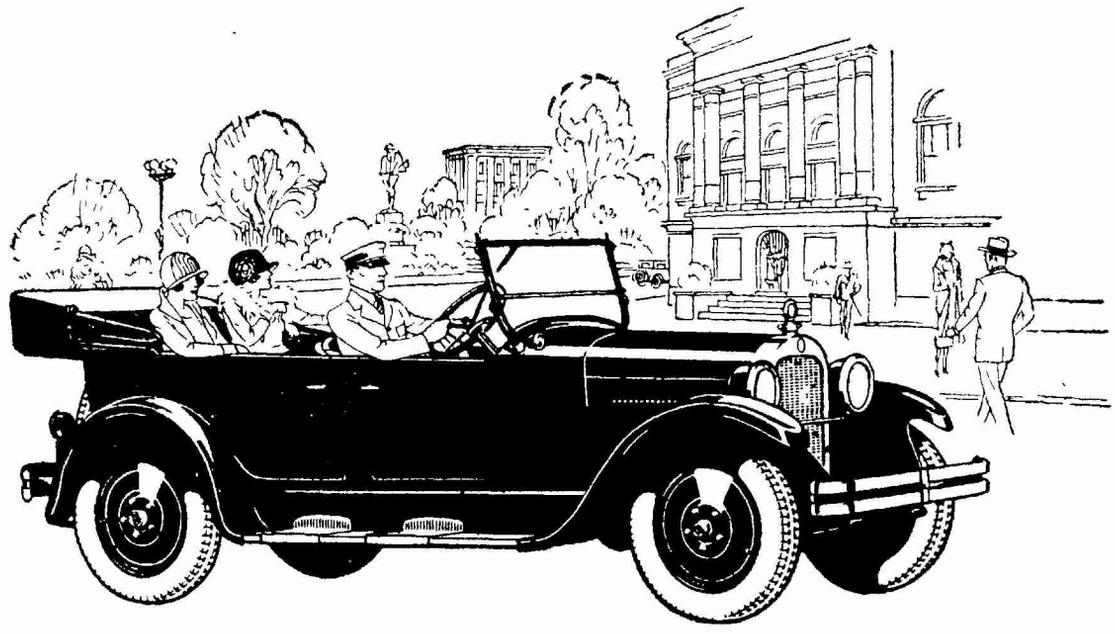
It was six o'clock when we crossed the bridge and drew into Haichow station. All the countryside had come from afar to see the "Fire Carts" from Hsuchowfu go by. But the crowd at Haichow was the biggest and most enthusiastic of all. The Station had been decorated. Dozens of bunches of crackers were going off at once, a group of Chinese buglers were "producing" a most startling effect, several companies of General Pei Pao Shan's soldiers were going through the manual of arms, everybody was talking at once and loud and clear, above all the din, rose the locomotive whistle.

Turning from all this scene of gaiety and rejoicing, I sought out the engineers, those men who for many long weary months have labored day and night to make this rejoicing possible. Theirs has been the responsibility, the discouragements, the difficulties. I thought to see some sign of rejoicing and triumph over their achievement. I even ventured to suggest to one of them that this was a great moment of fulfilment. He looked at me

DODGE BROTHERS
SPECIAL
TOURING CAR

Whether the buyer relies upon his own first impression, the tribute of owners, the reputation of Dodge Brothers, or whether, going deeper, he compares and examines the Special Touring Car part by part, the result is invariably the same.

He recognizes the car's fundamental worth at a glance. He hears the sort of testimony a tried product inspires. And on further examination he discovers the sort of workmanship and materials which Dodge Brothers have employed in building their own good name.



The Dragon Motor Car Co., Ltd., 3 Wong Nei Chung Road, Hong Kong
The China Motors, Inc., 125 Bubbling Well Road, Shanghai
The L. E. Gale Co., Ching Ming Building, Hankow
E. W. Frazar & Co., 13 Rue de Paris, Tientsin

33-125

International Banking Corporation

Capital & Surplus.....U. S. $10,000,000.00

Owned by the National City Bank of New York.

Head Office:
60 WALL STREET, NEW YORK

London Office:
36 BISHOPSGATE, E. C.

BRANCHES:

BARCELONA	MADRID
BATAVIA	MANILA
BOMBAY	PANAMA
CALCUTTA	PEKING
CANTON	RANGOON
CEBU	SAN FRANCISCO
COLON	SANTO DOMINGO
DAIREN	SHANGHAI
HANKOW	SINGAPORE
HARBIN	TIENTSIN
HONGKONG	TOKIO
KOBE	YOKOHAMA

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposit in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of Europe, South America, and in the West Indies.

N. S. Marshall, *Manager.*

1A Kiukiang Road, Shanghai.

rather uncomprehendingly for a moment, then he remarked "They have stopped this train too far this way. There will not be room for the other train to come in." He then proceeded to issue orders for the train to move further along. He was only thinking of the task he had yet to perform. Let others celebrate. He had work yet to do.

It is quite true that there is yet work to do. The track is all laid to be sure and trains are running but it is a naked road with no ballast for the last fifty miles and the rainy season has already begun. It will take three months still to lay all the ballast and get the track in shape so that it will stay put even under heavy trains running fifty, sixty or seventy miles an hour.

But the engineers did do a little celebrating tonight. With the Haichow bunch as hosts, they are having a feast fit for kings and they are enjoying it. Following is a list of those present:

Mr. E. R. Hondelink, Chief Engineer and Mrs. Hondelink and two children, Mr. Liu Kuin, Chinese Director, Mr. A. van Lutsenburg Maas, Chief Engineer of the Grand Canal Division, Mr. C. B. Blaise, Chief Traffic Inspector and Mrs. Blaise, Mr. V. Vanderborght, Engineer, Mr. S. Molenkamp, Surveyor, Mr. Hsi Kuei, Chinese Sub Director, Dr. J. W. Schotman and Mrs. Schotman, Mr. John Kanis, Traffiic Inspector, Mr. D. Dumont, Chief Locomotive Inspector and Mrs. Dumont, Mr. de Roo de la Faille, Chief Engineer of the Haichow Division and Mrs. de Roo de la Faille.
Haichow, June 13, 1925.

THE DIFFERENCE BETWEEN COMMUNISM IN CHINA AND IN RUSSIA.

Americans and Europeans make a serious mistake in estimating the results of the growth of communism in China, from the background of communism as applied in Soviet Russia. Although communism has become a commonplace term in the conversation of those who discuss the prevalence of Soviet propaganda in China and attribute to it all of the troubles which have now developed in China, it is a mistake to credit communism in China with the same meaning that it has in Russia. To put it another way there is little economic significance to communism as applied in China. The accepted definition of communism as applied in modern Russia is "common ownership of property; abolitio nof private property state control of labor, foreign, social relations, etc." Although this element may enter into the picture to a certain extent in China it is doubtful whether the thousands of Chinese students and labor agitators who so

It Pays to Play!

It also pays to get reliable rackets and gears from

Squires Bingham Co.
SHANGHAI
Send for sportsman's price list

Chesterfield cigarettes are always fresh and in good condition. Each package is enclosed and sealed in a moisture-proof glassine wrapper.

Chesterfield

CIGARETTES

They Satisfy—millions!

LIGGETT & MYERS TOBACCO CO.

33-127

Has Your Last Salary Gone Out of Your Life for Good?

IF so then it is up to you to see that your next pay day is earmarked to the extent of at least $12. the price of the monthly premium to a Bond worth eventually $2,000 to you.

WHY should others get the benefit of every cent you earn EVERY MONTH? It is up to you to see that some of the money is put on one side for your own use one day.

YOU cannot do better than commence saving systematically in the INTERNATIONAL SAVINGS SOCIETY.

.....

The Managing Director,
International Savings Society,
7, Avenue Edward VII,
Shanghai.

Address.....
.....

Date.....

Dear Sir:

I would be glad if you would send me further information concerning your PREMIUM BOND issues.

Yours faithfully,

.....

International Savings Society, 7, Avenue Edward VII. Shanghai.

glibly utter tihs word, have any idea of its meaning as it is applied in Russia. China is a nation of small peasant property-owners, capitalists. They know no other religion than the personal acquisition of property and the Chinese coolie who goes abroad as a contract laborer immediately becomes a capitalist as soon as he can save a few dollars. He either invests this money in a private business in the land of his adoption, or he sends it back to China for investment by family or friends. The Chinese have no conception of state-control of property. They like to have the state invest capital in private industries as a sort of subside, but the state usually gets the poor end of the bargain and the industry in most cases ends up in private hands and few ever ask any questions as to the methods employed in "squeezing" out the state's share in the industry. As a matter state-owned industries in China such as arsenals and provincial mints, are almost always treated as private enterprises by officials who are fortunate enough to get control of them. This also has been the case of the Chinese Government railroads. Every Chinese militarists fortunate enough to get his hands on a Chinese Government railroad, immediately converts its funds to his private use and invests the profits if there are any in some foreign concession for protection. Communism in China is purely a political doctrine which the Chinese radicals have borrowed from Russia and given to it their own meaning which roughly is "political independence of foreign imperialistic control." In view of the wide usage of terms such as "capitalism," "capitalistic nations," "imperialistic nations," and so on, the unthinking foreigner is likely to think that China has swallowed the modern Russia system wholesale and is trying to apply it in this country. The truth of the matter is that China has adopted the terminology of communism and bolshevism only and has given these words and phrases their own meaning, which in practically all cases are purely political.

The Boxer Funds for Conservation of Water Supplies

W. C. Lowdermilk.

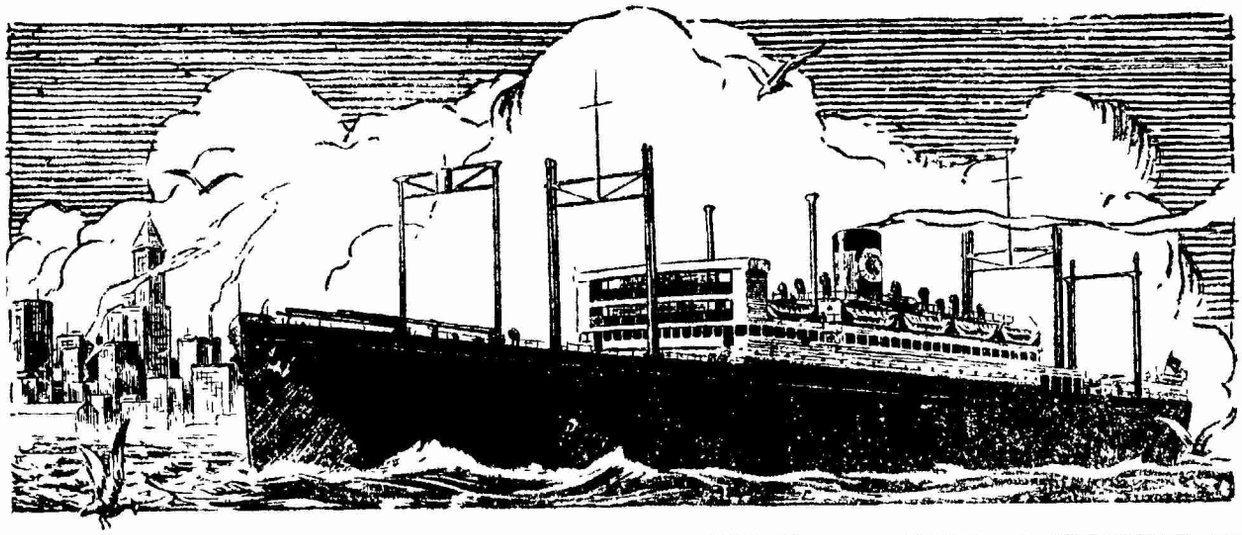
Water is justly said to be China's most important physical problem. It comes either in an over—or an under—supply. Rarely, except in especially favored sections, is the supply of water and moisture within safe limits.

As a result of this uneven distribution of water supplies, China suffers more than any other section of the civilized world from flood and drought.

Water storage of the supplies of precipitated moisture is the insistent, urgent and crying need. The rain waters could be made available over longer periods of time for irrigation and for artesian storage. So precipitate is the run-off of the rain supplies of water in many sections that the only possible irrigation is done in the rainy season. The rain water run off so rapidly that, in their sudden accumulation, they become agents of destruction rather than of beneficence.

The treatment of the mountain and hill areas in China has reduced the capacity of the upland masses to store water. The water tables of the land areas have been lowered through the deep cutting of erosion gullies and springs have dried up. The mountains of Central and North China are notably devoid of springs. It has not been primarily the cutting of the former forests which has produced these results. On the contrary, the digging

American Oriental Mail Line



FASTEST TIME TO SEATTLE

via Kobe, Yokohama and Victoria

PASSENGER & EXPRESS FREIGHT SERVICE

PRESIDENT GRANT July 24—PRESIDENT MADISON August 5—
PRESIDENT JACKSON AUGUST 17—PRESIDENT McKINLEY August 29
PRESIDENT JEFFERSON September 10

Sailings Every 12 Days

Railroad Tickets to all points in the United States and Canada

THROUGH RATES TO EUROPE

Sailings To Hongkong and Manila Every 12 Days

American Oriental Mail Line

Operated for

United States Shipping Board

by Admiral Oriental Line, Managing Operators

FREIGHT DEPT.
3 Canton Road
Central 6371-2

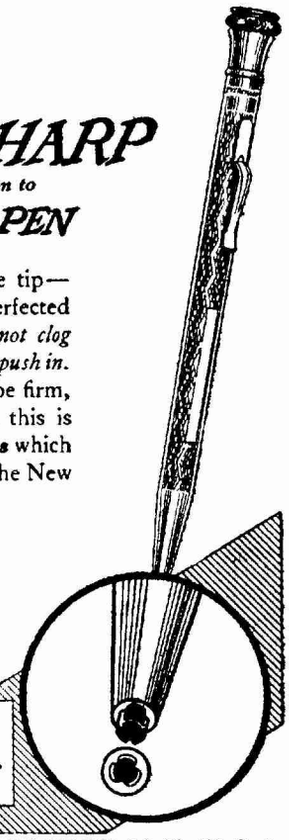
PASSENGER DEPT.
Corner of Nanking and Kiangsi Roads
Central 6373

33-129

THE NEW
Perfected EVERSHARP
Companion to
WAHL PEN

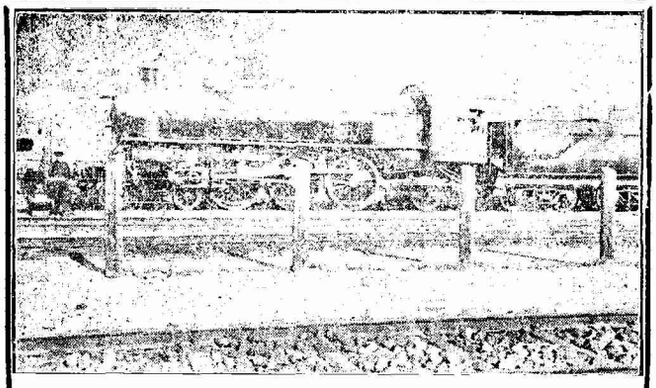
AT ITS VITAL POINT—the tip—the New Eversharp is so perfected that we unqualifiedly say it *cannot clog*—its lead *cannot slip, wabble* nor *push in*. So long as there is a lead it will be firm, sharp and ready for use. And this is but one of the ***six new features*** which give Eversharp its new name—the New Perfected Eversharp.

The New Perfected Eversharp is warranted against faulty operation of any kind, from any cause whatever. Eversharp dealers will replace, free of charge, any part or parts that fail to operate to your entire satisfaction.



Wholesale Distributors:
STANDARD PRDOUCTS CO.
14 Canton Road, Shanghai China

THE WAHL COMPANY, NEW YORK, N. Y., U. S. A.



American Locomotive on Kiaochow-Tsinan Railway

THREE THROUGH TRAINS DAILY
each way

Two Day Trains with Diner
Night Train with Sleeper and Diner

KIAOCHOW-TSINAN
RAILWAY

Send for descriptive folder

33-130

up of mountain slope lands for agricultural crops is the direct cause. For the loosened soils on the mountain slopes have been washed away by the rain run-off. In place of the water absorbing soil layers the mountain surfaces become rocky,barren and thin soiled, and shed the rain waters very much like tiled roofs.

The increased run-off from the slopes has lessened the underground water supplies and increased the surface floods. The mountainous masses have literally been drained dry.

The effect of these processes are shown in the lessened supplies of waters for irrigation, in reduced precipitation, and abnormal flood discharges. Historical and local evidenec vouches for the increasing aridity of North China.

Storage is required to remedy the evils of unequal distributation of water. Storage by reservoirs generally impossible. Active erosion fills the streams with such quantities of silt which would choke up artificial reservoirs in a very short time, and render them ineffectual. Underground storage remains as the only feasible large scale method of conserving water supplies.

Underground storage is dependent upon the condition of the surface soil layers. If they are in a condition favorable to absorbtion, much of the rainfall will find its way underground. From thence a portion is made available to tree growth, a portion supplies springs and regulates stream discharge, a portion under certain conditions replenishes artesian supplies. On the contrary surface conditions unfavorable to absorption quicken the run-off which by rapid accumultion becomes floods. The uplands are left dry, without springs, and insufficiently supplied with moisture for forest or tree growth. The nature and condition of the surface soil layer controls the underground storage.

It becomes necessary, therefore, to determine what are the conditions of high absorption capacity of the surface soil layers. Then follows the problem of how to retain and produce soils of high absorption capacity.

The problem just stated involves a comprehensive study of the relationships between rainfall, surface soil depth and porosity, forest cover, and erosion. Without a careful diagnosis of the processes which destroyed the absorptive capacities of the mountain soils, the measures for a remedy can not be fully known. Nor can they be effectively applied. General principles governing forest and water conservation remain identical over China, or any other part of the world. But water conservation and forest production in the Han River watershed involves special features in application. These are most apt to be materially different from those to apply in the Fen River watershead. Likewise, for the Hwa River watershed. The principles of dam construction are universal, but to fit a dam to a certain gorge is a particular problem. In like manner tributary watersheds are special problems due to kinds and combinations of rock formation, topography, amount and distribution of rain fall, and previous treatment by human agencies. In this sense the tributaries of the Yellow River are special problems.

A few of the features of some of the problems are here suggested. The steps by which the denudation processes have advanced for each region or watershed needs to be known; the regions, and altitudal zones in which forestation may be carried out without the intermediate steps of reclamation the methods to use in checking and preventing excessive erosion; the reclamation of soils on the barren mountains to make possible a complete vegetative cover as a final step; the types and magnitude of engineering works to bring about underground and reservoir storage as auxiliary to underground storage: all these must be known and understood These are all special problems arising in a different degrees in each water shed. Constructive action can only be carried out on the basis of a thorough knowledge of these elements in each problem of watershed.

ADVERTISING IN THE INTERIOR OF CHINA.

We operate standardised outdoor plants in 24 cities in China. Your sales message can be carried to any part of China at half the cost of any other medium.

Effective, Permanent, Economical.

THE ORIENTAL ADVERTISING AGENCY

(Oriental Press, Proprietors)

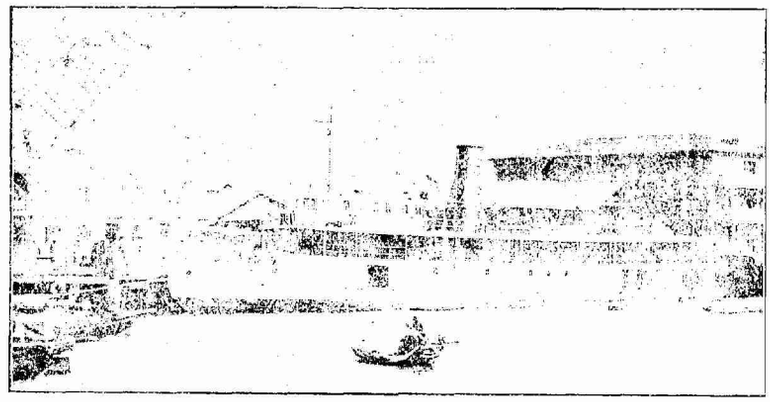
113 Avenue Edward VII.

Shanghai.

THE KIANGNAN DOCK & ENGINEERING WORKS

SHIPBUILDERS—BOILERMAKERS—DOCKOWNERS

SHANGHAI



Twin Screw Shallow Draft Steamer, "Teh Yang Maru" for the Upper Yangtsze service built and engined by the Kiangnan Dock and Engineering Works in 1922 for Japanese interests.

Length	150 feet
Draft (loaded)	5 feet
Speed	14.3 knots

Accommodations for first, second and third class passengers.

Cable Address: SINODOCK **Telephone: C—1676 C—1678**

33-131

PREPAREDNESS.

POVERTY, want, unexpected misfortune are mankind's most vicious and fearsome enemies.

YOUR FUTURE can be made secure against all these contingencies with an Asia Life Insurance policy.

Write for Descriptive Circulars

ASIA LIFE
INSURANCE COMPANY
INCORPORATED

MAIN OFFICE: 3 Canton Road, Shanghai

Branch Offices:

CANTON FOOCHOW HANKOW CHUNGKING
PEKING TIENTSIN TSINANFU BANGKOK

Agencies in principal cities throughout China.

TSINGTAO

THE FINEST
SUMMER RESORT
IN THE ORIENT

Splendid Sea Bathing, Boating, Smooth Roads, Forests, Cool Climate.

Every modern sanitary arrangement—good water

Book your rooms NOW for the season with the Grand Hotels Co., Ltd., operators of the only four first-class hotels in Tsingtao

For further particulars apply to:
T. HERLIHY, *General Manager*
The Grand Hotels, Ltd.

33-132

More particularily it must be recognized that wide mountains areas in China can not be successfully planted to forest trees at first. The soils are so despoiled as to render forest growth impossible. Soil reclamation must precede reforestation in many localities. The soil layer must be built up. Such reclamation measures involve a combination more or less simple engineering works and forest rehabilitation.

Thus the choice of a region for afforestation and increase of underground water storage becomes important. Such a choice can only be made on a sound knowledge of the climatic,, topographic and physiographic features of each area.

The treatment of the extensive hill and mountain areas of China, therefore, persists as one of the most urgent problems in the physical economics of China. It surpasses the problems of agricultural production. For the individual incentive is less, and becomes thereby a public function. The Chinese genius in conserving soil fertility in the lowlands has failed to induce the task of conserving the soil layers and the water absorbing conditions of the mountain slopes. It is practically new and pioneer work.

For it has not become sufficiently understood that the fate of the available water supplies is bound up with the surface conditions of the uplands of run-off. The surface soil conditions control the artesian water supplies, controls the irrigation water supplies, and even to a very considerable degree controls the amount and type of rainfall not only locality but of the interior land areas to the leeward of the moisture bearing winds. The water economy of the contonent is inseparable mountainous areas.

Not only are the investigations of the problems of water conservation and use necessary, but the methods of applying the findings require special study. Underground storage of water to be effective, must be general: It will require the application of reclamation and afforestation over extensive hill and mountain areas: It will touch in one way or another a large proportion of the population, particularly the rural population. The degree of the success of the measures for underground water storage depends to a very large degree upon the good will and cooperation of the rural population. The specialist must know the particular features of each problem, and the rural population must be educated and informed as to the purposes, general methods and results to be secured. An extensive educational program for the rural population becomes a part of the general scheme of underground water storage.

At present no agency in China is sufficiently equipped and manned to undertake this task on a scale such as is here urged as necessary. The size and importance of the task justifies a special attack. The conservation of water is important enough in other nations, but in China it is urgent and critical. It seems reasonable that the Boxer indemnity funds could be put to no better purpose than to the conservation of China's water resources. To understand fully the individual problems and their solutions is more than half the task.

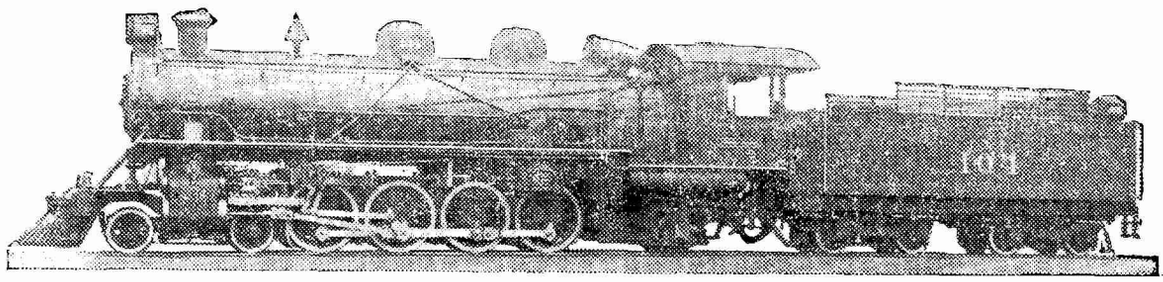
Equipped with this information, special and general, the separate communities and regions must be expected to work out their own projects. The impetus to the task which the use of the Boxer funds would give should carry the work of the conservation of water a long way forward. In the absence of such an impetus little hope of a concentrated attack except in a small way on China's most urgent physical problem can be entertained.

The details of direct application of the funds are not included in this paper. They are to be made the subject of a subsequent paper. But it is hoped that attention may be directed to the tremendous problem of water conservation in China; to its importance and significance and to a possible method of attack. Many calls for the use of the Boxer funds are made and one hesitates to add to the long list. But this claim is presented in the belief that it is the only hope for a long time to attack the urgent work of the conservation of water resources.

Nanking, July 3, 1925.

BALDWIN

THREE-CYLINDER LOCOMOTIVES



Built for Paulista Railway Company, Brazil

We have recently completed four Three-Cylinder Locomotives of the Mountain (4-8-2) type, as illustrated above, for the Paulista Railway of Brazil.

Three-Cylinder Locomotives have certain advantages over the ordinary Two-Cylinder type, including the following:

Greater tractive force within the same limits of weight and clearance.

More even turning moment throughout a revolution.

Increased horse-power per ton of locomotive weight.

Lighter reciprocating parts and better balance, with a consequent decrease in the dynamic augment.

Improved draft on the fire because of six exhausts per revolution instead of four, permitting the use of larger exhaust nozzles and consequently reduced back pressure on the piston.

We will prepare designs tomeet any conditions of service.

THE BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, U. S. A. Cable Address: "Baldwin, Philadelphia"

RESIDENT TECHNICAL REPRESENTATIVES

R. E. McFalls, Peking, China E. P. Williams, Jr., Shanghai, China J. F. Greig, Tokyo, Japan.

AGENTS

Andersen, Meyer & Co. Peking and Shanghai

Pacific Commercial Co. Manila, P. I. and New York

Sale & Frazar, Ltd., Tokyo and New York

LOCOMOTIVES

33-133

AMERICA

via Seattle
and the
MILWAUKEE RAILWAY

The "Olympian"
and
The "Columbian"

Famous transcontinental trains from Seattle-Tacoma to Chicago, without change, operated by Electric Power for 649 miles over four mountain ranges.

The world's longest electrified railroad.

Ask for this route when you book passage.

Cable address "Milwaukee"

J. F. Bahl
Gen'l Agent Pass'r Dept.
Seattle
F. O. Finn
General Agent
Victoria
C. H. Miles
Gen'l Agent Pass'r Dept.
San Francisco

TO PUGET SOUND CHICAGO MILWAUKEE AND ST. PAUL RAILWAY ELECTRIFIED

Chicago Milwaukee & St. Paul Railway
TO PUGET SOUND - ELECTRIFIED

1329

Consistent Advertising—

is an economy and cuts the cost of selling, making lower prices or better services possible without sacrifice of seller's profits.

THE

CHINA WEEKLY REVIEW

can carry your message to China's most influencial class of people at a moderate cost.

Let us help you solve your publicity problems in a consistent manner.

33-134

News from Central China

The Ministry of Communications has sent a representative to Hankow to investigate the conditions of the Government Telephone Administration in the hope of making extension of the present plant. Definite plans are under consideration for the putting up of a branch exchange in the native city of Hankow.

The Hupeh government is reported to have arrested Yang Teh-fu, a noted labor leader of the Peking-Hankow Railway workmen and now a prominent figure of the Kuomingtang. The Governor has promised Yang Teh-fu a fair trial, but his final disposition when he is proved guilty is being discussed in official circles and the matter has been referred to Peking.

The Chinese press in Hankow is elated upon hearing the United Press report that the U. S. government is considering steps to call a conference of all Powers to discuss the abolition of extraterritoriality. Great prominence was given the report, while the delight of the Chinese journalists is reflected in their editorial comments.

The Hankow Chamber of Commerce and the Banker's Association have remitted to Shanghai $10,000 through the Bank of China for the use of relieving the striking laborers in that city. The money was sent to the General Chamber of Commerce in Shanghai.

For the sake of improving traffic in Wuchang, the authorities have instructed the Wuchang police to take steps to pull down a section of the wall beginning from the Hanyang Gate, which forms the principal entrance to the city of Wuchang. About 120 yards will be demolished in order to widen the entrance, but the governor is not inclined to have the whole city wall of Wuchang removed at the present time.

The Hankow British Chamber of Commerce has addressed a letter to the Hankow American Chamber of Commerce in which the British Chamber thanked the American community for their fine spirit of cooperation in assisting the British to defend the British Concession during the recent crisis.

General Yuan Tsu-ming is now occupying Chungking together with other troops defeated by Yang Sen. Yuan attempted in vain to establish his headquarters in the evacuated British Consulate. He is not trusted in Chungking, and it is feared his troops may loot Chungking before they quit. Anti-British propaganda is continuing, and much anxiety is felt for the safety of foreigners in the absence of a controlling authority there.

Word has been received from Chengtu, Szechuen, that the French and Japanese Consuls there were recently assaulted by some Chinese rowdies, and that the Japanese Consul was nearly killed in an attack by a riotous mob.

The Fourth of July was celebrated in Hankow by a Consulate reception, a baseball game at the Race Club and the Barbecue at the Hankow Club. The Consulate function was largely attended, and during the event Mr. P. S. Heintzleman proposed a toast to President Calvin Coolidge. Mr. H. Porter, British Consul-General, in proposing a toast to Mr. Heintzleman, spoke highly of his attitude toward the spirit of international welfare in Hankow.

The exchange of notes between the Commissioner of Foreign Affairs and the British Consul-General in Hankow with regard to the incident of the killing of 11 Chinese during the attack of the British Concession on June 11, has ended up in a final reply from the British Consul-General to the Commissioner that should similar circumstances again arise, similar measures will be taken to protect foreign residents.

"Our only regret is," says the British note, "that by a mistaken exercise of fore bearance, we withheld our fire until it was too late to save the Japanese residents from the fury of the mob."

Kuling is reported to be very quiet now. As more people are coming to the hills, the Defence Committee is making plans to care for them in case of emergency. An electric hooter has been installed, and two others will arrive soon. Wireless receiving sets have been prepared and an effort is being made to secure a sending set. The Chinese authorities have promised to call more troops to Kuling if necessary.

Eighty foreigners have left Chungking as the anti-foreign situation is getting out of hands of the officials. The remaining residents are living aboard the steamers anchoring at Chungking. All British steamers in the gorges

are tied up at Ichang, below Chungking, on account of strike by Chinese pilots. Only about thirty foreigners are remaining at Chungking, not counting the Japanese. Two weeks previous to the departure of foreigners, all house servants of British residents had gone on strike, and later British residents were openly threatened in the streets. Then on July 2 a clash occurred in which a mob stormed the house of Mackenzie & Co., which was temporarily used as the British Consulate. The mob was set back with bayonets, and one Chinese was seriously injured. Those circumstances promoted the foreigners to evacuate Chungking.

General Teng Han-chang, representative of the Chief Executive to investigate the Hankow incident of June 11, and Mr. Teng Chung-yin, a secretary of the Ministry of Foreign Affairs who came to Hankow for the same purpose, left Hankow for Peking last Tuesday, and were given a warm send-off by local officials and organizations. The mission of General Teng is considered a great success, while the foreign press thinks that his report is by no means based on facts. *The Independent Herald* challenges every point of General Teng's report to the Chief Executive, and calls each of his twelve points a lie. *The Herald* also offered $12,000 to General Teng if he can prove his twelve points to be true.

In order to assist the Commissioner of Foreign Affairs in his negotiations with the British on the June 11 case of Hankow, Marshal Hsiao Yao-nan bas organized a Diplomatic Commission in his yamen consisting of thirteen members. On the Commission are Mr. Chen Chieh and Mr, A. K. Wu, both formerly Commissioner of Foreign Affairs in Hankow, and Mr. Quo Tai-chi, a Kuomintang leader and now president of the Wuchang Commercial College. The Commission will meet twice every week to discuss diplomatic questions.

On account of his determination to suppress anti-foreign agitations, Marshal Hsiao Yao-nan has been charged by the Chinese press of Peking and Hankow with having reached a secret understanding with the British and the Japanese interests on the Yangtze Valley. The allegation has been officially refuted by Marshal Hsiao through a circular telegram. Marshal Hsiao says that he is not showing any favor to the British and Japanese people, but merely doing his best to preserve peace and order in this important center.

Hankow, July 11, 1925.

So cool and comfortable you hardly know you're wearing them—

Correct to the last detail in line and finish—Built of the finest materials to give long, hard service.

That's why Keds are the most popular warm weather shoes.

Look for the name Keds on the shoes—It's your guarantee of real Keds quality; for they aren't Keds unless the name is on the shoes.

For sale by Shanghai Dealers

United States Rubber Export Co. Ltd.

17 Jinkee Road Shanghai

Include

HAWAII

on your way "home"

To enjoy several delightful days or weeks amid the flowers, fruits and gorgeous natural beauties of these semi-tropic isles, plan your homeward voyage by the southern route across the Pacific.

Arrange to quit ship at Honolulu for at least a fortnight. At no increase in travel cost your booking agent can arrange your "stop-over" at Honolulu with inter-changeable ticket on your choice of several steamship lines and routes thence to America's west-coast cities.

Here are your favorite pastimes in a South Sea setting—golf, tennis, surfing, swimming, deep sea fishing, mountain tramping, motoring. Active, easily accessible volcano Kilauea and other wonders in Hawaii National Park.

Hotels, $2.50 to $10 (gold) a day. Housekeeping cottages, apartments, rooms without meals, also at reasonable rates. Ask your nearest travel or steamship agent for information. For illustrated, colored brochure, write direct to

HAWAII TOURIST BUREAU

Dept. D, P.O.Box 296, Shanghai, China,
or
2012 Fort St., Honolulu, Hawaii,
U. S. A.

Indispensable in Home, School and Office

The Winston Handbook Dictionary

EVERY word defined so that its meaning can be easily understood. Capitalization shown at a glance. More than 800 pictorial illustrations of educational value. Clear easily read type. Pronunciation at a glance. Derivatives defined separately. New words. Varied Vocabulary. Colloquialism. A further aid to clearness.

HOW this Handbook helps you. To keep up with business and the race of events, we must possess the necessary means of progress. Yet no man, no matter how retentive his memory, can keep in mind more than a fraction of things desirable to know. Facts are our tools in trade; the most necessary implements in the Home, School and Office.

WINSTON'S Handbook supplies necessary, practical and useful information, as does no other book published. It has this information conveniently arranged, indexed, and ticketed, ready to lay hands upon at a moment's notice. This work offers in convenient form for reference, practical information equivalent to a whole library of books.

CAN you explain the Monroe Doctrine? The Gordian Knot? The Rubicon? The Seven Wonders of the World? What is a Knot? An Ampere? How is the English mile compared with other European measures? Can you name ten Vice-Presidents of the United States? Do you know what happened on June 28, 1914? May 7, 1915? June 5, 1916? April 6, 1917? September 14, 1918? June 28, 1919?

PRINTED on extra quality thin paper and contains nearly 1100 closely printed pages and over 800 illustrations, including many maps and colored plates. Its handsome appearance, convenient size, flexible and durable binding make it an ideal book for the library table, the office desk or as a gift to any one seeking knowledge. Exact size 11¾ × 7½ inches when open.

A COPY OF THE ABOVE DESCRIBED DICTIONARY AND A YEARLY SUBSCRIPTION FOR *THE CHINA WEEKLY REVIEW* MAY BE OBTAINED FOR THE TOTAL SUM OF MEX. $14

33-136

ALTRUISM AND INDUSTRIAL COMPETITION

IT is said that if one will dig deeply enough he will always find an economic incentive behind every altrustic movement and this certainly holds good in respect to the drive of altruists from the West who have been working to improve conditions surrounding native labor in foreign and Chinese-owned cotton mills in China. For the past four or five years there has been a constant string of social workers coming to China from the United States and Great Britain for the purpose of uplifting Chinese labor employed in foreign and Chinese mills. It required a considerable time for the social workers from the West to make an impression upon China's vast mass of illiterate and underpaid laborers, but the leaven finallly began to work and now we are reaping the harvest in a general strike which started as a protest against low pay and bad treatment of Chinese labor in Japanese cotton mills in Shanghai and Tsingtao, but which has now developed into a political-economic fight against Western industries and ingenuity in China. In other words the West has supplied the ammunition to the Chinese radical agitators and they are now applying the weapons to drive Western controlled industries from the Orient. There is no intention of reflecting upon the motives of those who have been trying to improve factory conditions in China, but the mess which they have indirectly and unconsciously created and the millions of dollars which they have cost Western nations in extending protection for the lives and interests of westeners residing in China, should at least cause sober reflection on the part of the home boards of associations and organiation which have inspired the uplift work. Without reflecting upon the honesty of purpose of these well-meaning persons from the West who would uplift the East, we are wondering if it would not be better for all concerned if the real incentive for this uplift work were not frankly stated,—otherwise the desire of the West to raise costs of production in the Orient so that Western industries may not suffer from the competition of Oriental labor.

Pacific Mail Sells Freight Fleet

The fleet of six freight steamers owned by the Pacific Mail Steamship Company, including the Santa Clara, Santa Malta, Santa Barbara, Santa Olivia, Santa Paula and Santa Rosa have been sold to the American-Hawaiian Steamship Company, subject to the ratification of the stockholders of the owning companies. These steamers, which have been operated in the service between New York and Philadelphia and the Pacific Coast ports, will be continued in that service and will make Boston a port of call. Delivery of these vessels after inspection will be made to the new owners as fast as the present operation permits.

The steamers purchased will be renamed American Columbian, Hawaiian, Kansan, Montanan and Oregonian.

THE

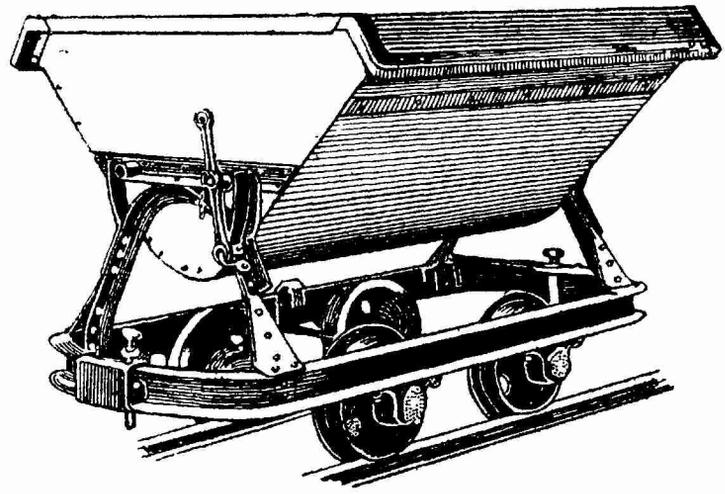
JADE STORE

Antique and Modern Jade Ornaments—Jewellery

12 A Nanking Road, Shanghai

'Phone C. 3237

INDUSTRIAL RAILWAYS



KOPPEL INDUSTRIAL CAR & EQUIPMENT CO.

C. P.O. Box 743:No. 2 Canton Road, Shanghai
Manila Iloilo

IN THE UNITED STATES COURT FOR CHINA

EFFIE B. ADAMS, Cause No. 2646
Plaintiff
vs
CLIFFORD G. ADAMS, SUMMONS
Defendant

The President of the United States of America
To the United States Marshal for China and his Deputies—

GREETING:

You are hereby commanded to serve the Summons and a copy of the complaint in the above entitled action upon the defendant—

CLIFFORD G. ADAMS,

if found within the jurisdiction of the Court and to notify him to be and appear before this Court on or before the sixtieth day after service hereof to file his written answer on oath.

WITNESS the HONORABLE MILTON D. (SEAL) PURDY, Judge of the United States Court for China, at Shanghai, China, June 18, 1925

W. A. CHAPMAN
Clerk

Excerpt from Regulations, Section 8: On proof of due notice, judgement by default shall be procured against any defendant failing to appear and file his written answer as required

THE PEITAIHO AGENCY
R. T. EVANS B. C. EASTHAM
RENTALS & SALES ARRANGED
VICTORIA TERRACE TIENTSIN

Intelligently Directed Advertising in any part of the United States and Canada

Inquiries invited from responsible business institutions regarding advertising in any daily, weekly, or monthly publications.

We plan and execute advertising with a trained staff of copy writers.

If you are seeking the consumer market in America, or are interested in building up good-will or trade name get in touch with us.

World Wide Advertising Corporation

General Advertising Agency

303 Fifth Avenue, New York City

Cable Address: Scholzem New York

33-137

Shanghai-Nanking Railway Abridged Time Table.

Shanghai North to Nanking—Up (Main Line) Nanking to Shanghai North—Down

STATIONS	Local	Fast R.	Local	3rd & 4th Local	Express R.	3rd & 4th	Local	Fast R	Local	Fast Local	Local	Local	Night Express R. S.
Shanghai North d.		7.00	7.15	7.35	9.30	9.50	12.10	12.30	15.25	17.15	17.45	19.15	23.30
Jiansiang ... ... d.		7.28	7.45	8.03	—	10.31	12.41	12.58	16.01	17.47	18.15	20.05	0.02
Soochow ... ... d.		8.59		9.41	11.14	12.53		14.43	18.24	19.39			1.39
Wusih ... ... d.	7.00	9.59		10.44	12.02	14.12		15.38	19.34	20.36			2.38
Changchow ... d.	8.14	10.56		11.41	12.49	15.28		16.38		21.38			3.42
Tanyang ... ... d.	9.30	11.52			13.38	16.28		17.38					—
Chinkiang ... ... d.	10.31	12.49			14.22	17.34		18.33					5.34
Nanking ... ... a.	12.30	14.21			15.43	19.35		20.02					7.20
Pukow ... ... d.												8.50	10.00
Hsuchowfu ... d.												17.08	19.48
Tsinanfu ... ... d.												2.04	5.58
Tientsin Central a.												—	—
Do. d.												10.15	15.32
Tientsin East ... a.												—	15.42
Do. d.												10.25	—
Peking ... ... a.												14.25	—

STATIONS	Local	Fast Local	Local	Local	Fast R.	3rd & 4th Local	3rd & 4th	Fast R.	Local	Local	Express R.	Local	Night Express R. S.
Peking ... d.											9.05		—
Tientsin East ... a.											—		—
Do. d.											13.00		9.35
Tientsin Central a.											—		—
Do. d.											13.20		10.00
Tsinanfu ... ... d.											21.57		19.50
Hsuchowfu ... d.											6.50		6.00
Pukow ... ... a.											14.38		16.02
Nanking ... ... d.					7.40		8.10	11.05			15.50	16.15	23.00
Chinkiang ... ... d.					9.20		10.25	12.54			17.29	18.27	8.52
Tanyang ... ... d.					9.57		11.21	13.36			18.03	19.26	—
Changchow ... ... d.		7.10		12.05	10.59	12.44	12.44	14.32			18.57	20.48	8.41
Wusih ... ... d.	7.20	8.22			11.59	13.02	14.07	15.33			19.43	21.52	3.53
Soochow ... ... d.	8.21	9.39			12.54	14.02	15.25	16.31			20.32		4.58
Nansiang ... ... d.	8.15	10.32	11.34	13.00	14.33	16.03	17.45	18.18	18.40	20.35	—		6.26
Shanghai North a.	8.42	11.00	12.05	13.30	15.00	16.30	18.20	18.45	19.13	21.05	22.00		6.50

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

STATIONS													
Woosung Forts ... d.	6.45	8.15	9.45	11.20	13.05	14.55	16.40	18.20	20.05	21.50	23.40		1.20
Kiangwan ... ... d.	7.10	8.40	10.10	11.50	13.30	15.24	17.06	18.49	20.34	22.19	0.09		1.45
Tientungan ... ... d.	7.16	8.46	10.16	11.56	13.36	15.30	17.12	18.55	20.40	22.25	0.15		1.51
Shanghai North ... a.	7.20	8.50	10.20	12.00	13.40	15.35	17.16	19.00	20.45	22.30	0.20		1.55

STATIONS													
Shanghai North ... d.	6.00	7.30	9.00	10.35	12.20	14.00	15.35	17.30	19.15	21.00	22.50		0.35
Tientungan ... ... d.	6.05	7.35	9.05	10.40	12.25	14.06	16.01	17.36	19.21	21.06	22.56		0.46
Kiangwan ... ... d.	6.12	7.42	9.12	10.47	12.32	14.13	16.07	17.43	19.28	21.13	23.03		0.47
Woosung Forts ... a.	6.35	8.06	9.35	11.10	12.55	14.40	16.30	18.10	19.55	21.40	23.30		1.10

R. Restaurant Cars. *These additional trains run each Saturday and Sunday. S. Sleeping Cars

Shanghai-Hangchow-Ningpo Railway Abridged Time Table

Shanghai North to Zahkou Down (Main Line) Zahkou to Shanghai North Up

STATIONS	Fast Local	Express R.	2nd 3rd & 4th	Fast R.	Fast Local	Local	Night Express R.	Local
		*		*	*		*	
Shanghai North ..... dep.	..	7.45	9.15	13.00	15.20	..	18.30	..
Jessfield ..... dep.	..	8.00	9.31	13.16	15.36	..	18.45	..
Siccawei ..... dep.	..	8.06	9.38	13.23	15.43	..	18.51	..
L'hwa Junction ..... dep.	..	8.19	9.55	13.39	15.59	..	19.04	..
Shanghai South ..... dep.	..	*7 50*	*9 20*	*13.05*	*15.25*	*17 20*	*18.3*	*19.35*
Lunghwa Junction ..... arr.	.	*8 08*	*9 38*	*13 22*	*15.43*	*17.4*	*18.4*	*19.55*
Sungkiang ..... dep.	..	9.00	11.10	14.28	17.02	..	19.44	..
Kashai ..... dep.	..	10.05	12.40	15.43	18.19	..	20.50	..
Kashing ..... dep.	7.05	10.35	13.20	16.20	18.40	..	21.20	..
Yehzah ..... dep.	7.45	11.06	14.15	17.00	(a)	..	21.51	..
Changan ..... dep.	8.31	11.41	15.10	17.40	....	..	22.26	..
Hangchow ..... dep.	9.37	12.35	16.40	18.50	....	..	23.20	..
Zahkou ..... arr.	10.00	12.50	17.05	19.10	....	..	23.35	..

STATIONS	Local	Fast Local	Express R.	Local	2nd 3rd & 4th	Fast R.	Fast Local	Night Express R.
		*	*					*
Zahkou ..... d.	..	..	7.15	..	9.30	13.20	15.10	18.00
Hangchow ..... d.	..	..	7.40	..	10.05	13.50	15.35	18.25
Changan ..... d.	..	..	8.30	..	11.40	15.00	16.50	19.15
Yehsah ..... d.	..	..	9.01	..	12.30	15.37	17.38	19.48
Kashing ..... d.	..	7.15	9.40	..	.37	16.25	18.15	20.35
Kashai ..... d.	..	7.38	10.03	..	14.03	16.53	(a)	20.48
Sungkiang ..... d.	..	9.01	11.12	..	15.35	18.10	..	21.57
Lunghwa Junction ..... d.	*8.20*	*10.07*	*11.5*	*13.5*	*16 52*	*9.07*	..	*20 42*
Shanghai South ..... a.	*8.40*	*10.25*	*12 0*	*14.16*	*17.1*	*19 25*	..	*18.00*
L'hwa Junction ..... d.	..	10.00	11.52	..	16.43	19.00	..	22.37
Siccawei ..... d.	..	10.09	12.00	..	16.54	19.09	..	22.45
Jessfield ..... d.	..	10.16	12.06	..	17.01	19.16	..	22.51
Shanghai North ..... a.	..	10.30	12.20	..	17.15	19.30	..	23 05

MOKANSHAN.....An Ideal Summer Resort.

The Mokanshan Railway Hotel has the following specialities:—

1. Good Cuisine and Service.
2. Comfortable Rooms with Adjoining Bath Rooms.
3. Moderate Rates.
4. Electric Lights.
5. Telephone and Telegraphic Communications.
6. Pure Spring Water.
7. Beautiful Views.
8. Tennis Courts.
9. Swimming Pool.
10. Children's Play Ground.

Through Tickets, including rail, launch and chair charges, may be obtained at Shanghai North, Jessfield and Shanghai South Stations.
For further informations or Mokanshan Pamphlet, please apply to the Enquiry Office, Shanghai North, or any S. H. N. R. Station.

Trains marked with* are in connection with S. N. L. trains at Shanghai North.
R = Restaurant.